



## FY 2010 Transit Security Grant Program (TSGP)

### Overview

As appropriated by the Department of Homeland Security Appropriations Act, 2010 (Public Law 111-83), and authorized by Section 1406 of the Implementing Recommendations of the 9/11 Commission Act of 2007 (the 9/11 Act). The Transit Security Grant Program (TSGP) is one of five grant programs that constitute the Department of Homeland Security's (DHS) Fiscal Year (FY) 2010 focus on transportation infrastructure security activities. These grant programs are part of a comprehensive set of measures implemented by the Administration to help strengthen the Nation's critical infrastructure against risks associated with potential terrorist attacks. The TSGP is an important component of the Department's effort to enhance the security of the Nation's critical infrastructure. The FY 2010 TSGP provides funds to owners and operators of transit systems (which include intercity bus, commuter bus, ferries, and all forms of passenger rail) to protect critical surface transportation infrastructure and the traveling public from acts of terrorism, major disasters, and other emergencies.

*In Fiscal Year 2010, DHS awarded \$14.6 million to protect critical surface transportation infrastructure and the traveling public from acts of terrorism.*

### Funding

In FY 2010, the total amount of funding distributed under this grant program was \$253,437,597. FY 2010 TSGP funds were awarded to support the creation of sustainable, risk-based efforts to protect critical surface transportation infrastructure and the traveling public from acts of terrorism, major disasters, and other emergencies.

### Eligibility

Eligible public transit agency applicants under the FY 2010 TSGP were determined by the Urban Areas Security Initiative (UASI) list and the National Transit Database based on unlinked passenger trips. TSGP Tier I was comprised of the transit agencies in the highest-risk urban areas and will continue to utilize the cooperative agreement process. TSGP Tier II consisted of all other eligible transit agencies.

Certain ferry systems were eligible to participate in the FY 2010 TSGP and received funds under the TSGP Tier I cooperative agreement process. However, any ferry system electing to participate and receive funds under the FY 2010 TSGP was not eligible to participate in the FY 2010 Port Security Grant Program (PSGP).

### Allowable Costs

DHS identified five prioritized project groups based on their effectiveness to reduce risk and alignment with departmental priorities.

- Training, Operational deterrence, Drills and Public Awareness Activities
- Multi-User High-Density Key Infrastructure Protection
- Single-User High-Density Key Infrastructure Protection
- Key Operating Asset Protection
- Other Mitigation Activities

For FY 2010 TSGP, a maximum of five percent (5%) of funds awarded could be used for Management and Administration purposes associated with the grant award.

*"FEMA's mission is to support our citizens and first responders to ensure that as a nation we work together to build, sustain, and improve our capability to prepare for, protect against, respond to, recover from, and mitigate all hazards."*

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## Application Process and Evaluation Criteria

The TSGP reviewer pool consisted of representatives from the Transportation Security Administration (TSA), Federal Transit Administration (FTA), and Federal Emergency Management Agency (FEMA). Tier I Agencies met with TSA and FEMA to develop Investment Justifications (IJs) that align with the TSGP priorities based on regional target allocations. Tier II Agency IJs were evaluated and scored based on a variety of criteria identified in the Guidance and Application Kit. Panelists reviewed applications and, where possible, determined scores and documented all comments by completing Rating/Score Sheets prior to convening the panel session. During panel sessions, panelists discussed projects and agreed on individual final scores, comments, and recommended funding levels. The panel developed a final list of recommended funding, which was provided to the Executive Committee (comprised of TSA leadership) and then to the Secretary of DHS for final approval.